

Tallawarra Lands Concept Plan
Approval Modification

APPENDIX

D

TRAFFIC

Traffic Impact Assessment

Tallawarra Concept Plan Approval
Modification

8201714202

Prepared for
BridgeHill Group

8 September 2017



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Document Information

Prepared for	BridgeHill Group
Project Name	Tallawarra Concept Plan Approval Modification
Job Reference	8201714202
Date	8 September 2017

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:
01	02/09/2017	Internal Draft	Christos Apostolopoulos	Ivo Pais
02	08/09/2017	Final Draft	Christos Apostolopoulos	Ivo Pais

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Table of Contents

1	Introduction	1
1.1	Overview	1
1.2	Scope of Works	3
1.3	Reference Documents	3
2	Existing Conditions	4
2.1	Study Area	4
2.2	Existing Access Arrangements	4
3	Land Use Modifications	5
3.1	Existing and Proposed Land Use	5
3.2	Development Details	6
3.3	TRACKS Trip Generation Changes	1
3.3.1	Overview	1
3.3.2	Employment and Residential Yield Update in TRACKS	2
3.3.3	Study Area Access in TRACKS	3
4	Traffic Assessment	4
4.1	Methodology	4
4.1.1	APRB Background Information	4
4.1.2	APRB Traffic Models	4
4.1.3	TRACKS and AIMSUN Matrix Development Modifications	5
4.2	Modelled Scenarios and Assumptions	6
4.3	Intersection Performance Criteria	8
4.4	Intersection Performance Analysis	9
4.4.1	Scenario 1	9
4.4.2	Scenario 2	10
4.4.3	Scenario 3	11
4.4.4	Scenario 4	12
4.4.5	Scenario 5	13
4.4.6	Scenario 6	14
5	Summary and Conclusions	16

Tables

Table 3-1	Approved and Proposed Residential Development Modifications	6
Table 4-1	Description of Modelled Scenarios	6
Table 4-2	Level of Service (LoS) Bounds	8
Table 4-3	Intersection Performance (Scenario 1)	9
Table 4-4	Intersection Performance (Scenario 2)	10
Table 4-5	Intersection Performance (Scenario 3)	11
Table 4-6	Intersection Performance (Scenario 4)*	12
Table 4-7	Intersection Performance (Scenario 5)	13
Table 4-8	Intersection Performance (Scenario 6)	14

Figures

Figure 1-1	Tallawarra Lands Approved Concept Plan	2
Figure 2-1	Tallawarra Lands Site Location	4
Figure 3-1	Approved Concept Plan	5
Figure 3-2	Central Precinct Lot Yield Layout	7
Figure 3-3	North Precinct Lot Yield Layout	7
Figure 3-4	WOLSH TRACKS Model Extent	1
Figure 3-5	Employment Distribution (revised)	2
Figure 4-1	APRB TRACKS and AIMSUN Networks	5
Figure 4-2	Network Geometry Configurations – With/Without Northern Interchange	7
Figure 4-3	APRB AIMSUN Network Study Boundary	8
Figure 4-4	LoS Output Map - Scenario 1	9
Figure 4-5	LoS Output Map - Scenario 2	10
Figure 4-6	LoS Output Map - Scenario 3	11
Figure 4-7	LoS Output Map - Scenario 4	12
Figure 4-8	LoS Output Map - Scenario 5	13
Figure 4-9	LoS Output Map – Scenario 6	14
Figure 4-10	Dapto Off-Ramp/Princes Highway Intersection (Existing Geometry)	15

1 Introduction

1.1 Overview

Cardno has been commissioned by BridgeHill Group to undertake a traffic impact study to assess the traffic impact of the proposed increase in development yield of the Tallawarra Lands site.

The BridgeHill Group have acquired some of the Tallawarra Lands in the Northern and Central Precincts from Energy Australia, and intend to develop new residential communities and a light industrial development and tourism facilities on those lands.

The Tallawarra Power Station (Stages A & B) is retained by Energy Australia, as well as surrounding buffer lands, and the Lakeside Precinct (south of Yallah Road).

Concept Approval (MP09_0131) was granted on 23 May 2013 by the Planning Assessment Commission as a delegate for the Minister for Planning and Infrastructure for a mixed use development including residential, commercial, industrial and retail development, public open space areas, new recreational facilities, environmental management, conservation areas and riparian corridors at Tallawarra Lands, Yallah. The approved concept plan is shown in **Figure 1-1** overleaf.

The proposed modification seeks to:

- > Increase the footprint for residential development in the Central and Northern precincts; and
- > Modify the overall approved residential yield from 1010 to 1480 lots.

This traffic study was undertaken in accordance with the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Environment and Planning (DPE) on 23 January 2017. In particular, the investigations take into consideration any potential impacts to the proposed Albion Park Rail Bypass (APRB) scheme.

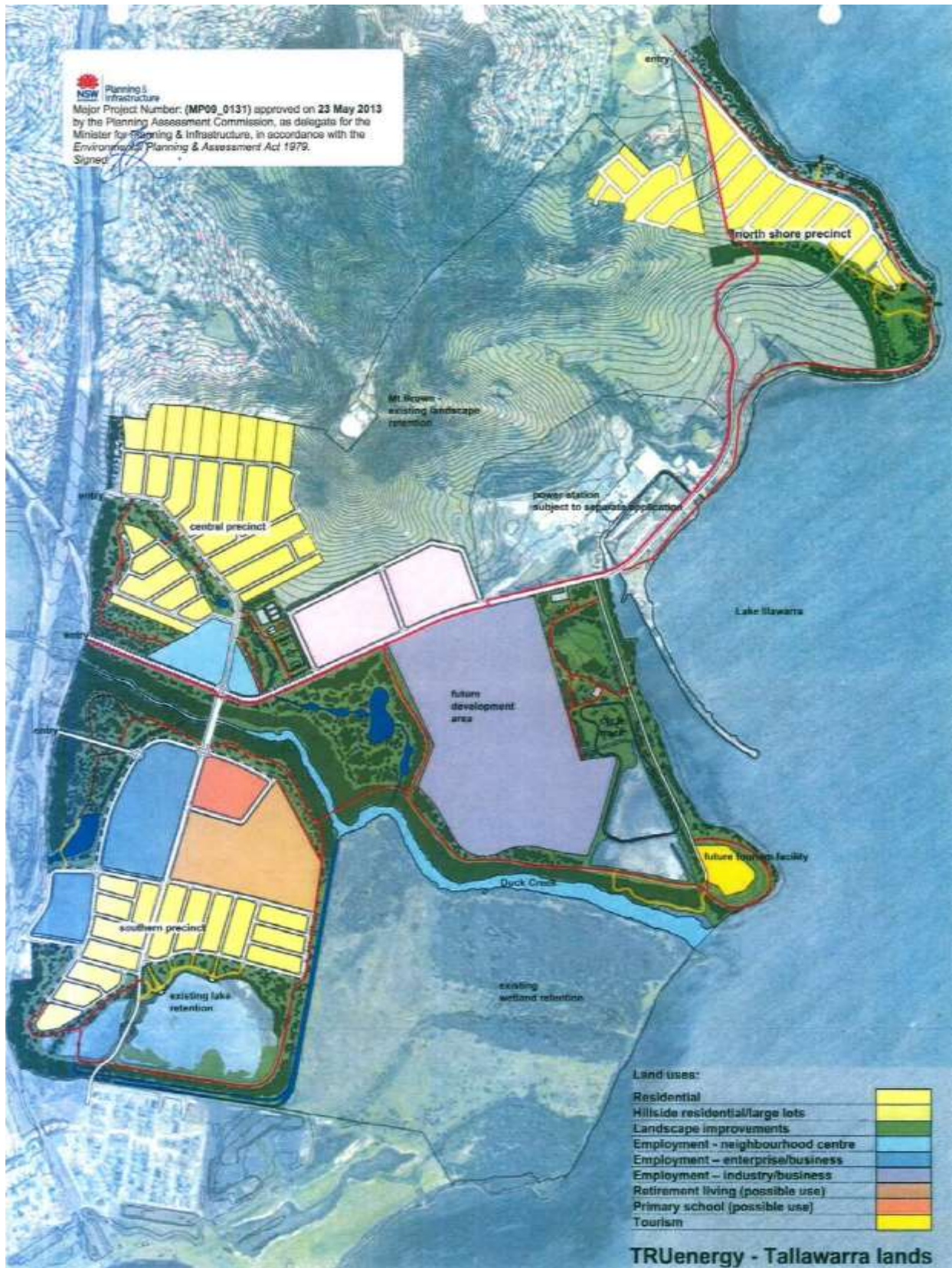


Figure 1-1 Tallawarra Lands Approved Concept Plan

1.2 Scope of Works

The main objective of this study is to evaluate the traffic impacts generated by the modified land use scheme, namely the proposed increase in residential yield. The scope of works for this study includes:

- > Reviewing and collating background documents in relation to the Tallawarra Lands revised development yield, land use assumptions and access arrangements;
- > Undertake traffic modelling analysis using the traffic models supplied by Roads and Maritime Services (Roads and Maritime) and previously used to inform the APRB design. The models were edited to reflect the updated development yield for Tallawarra Lands (Northern Shore and Central precincts).
- > Assess the impact of traffic associated with the cumulative impact of the revised development of the Northern and Central precincts of Tallawarra Lands.

1.3 Reference Documents

- > Tallawarra Lands Traffic Impact Assessment, February 2011;
- > Tallawarra Lands, Yallah: Request for Secretary's Environmental Assessment Requirements, November 2016;
- > Tallawarra Lands Economic Property Research Report, July 2017

2 Existing Conditions

2.1 Study Area

The Tallawarra Lands site is situated on the western foreshore of Lake Illawarra adjacent to the West Dapto release area (Local Government Area of Wollongong) and lies east of the M1 Princes Motorway as seen in **Figure 2-1-1**.



Figure 2-1 Tallawarra Lands Site Location

Source: DFP Planning consultants

2.2 Existing Access Arrangements

The study area is currently accessed through Yallah Bay Road, just north of Duck Creek and Gilba Road. The road network that currently surrounds the Tallawarra Lands site is comprised of the following strategic and local roads:

- M1 Princes Motorway, situated west of the subject site;
- Princes Highway;
- Cormack Avenue;
- Yallah Bay Road, currently providing east-west access from Princes Highway to the Tallawarra Power Station and foreshore areas;
- Gilba Road, which provides access to the northern area of the site via Koonawarra.

3 Land Use Modifications

3.1 Existing and Proposed Land Use

The full development of Tallawarra Lands is divided into three precincts (north shore, central and southern/Lakeside precinct) as illustrated in **Figure 3-1** Error! Reference source not found. below.

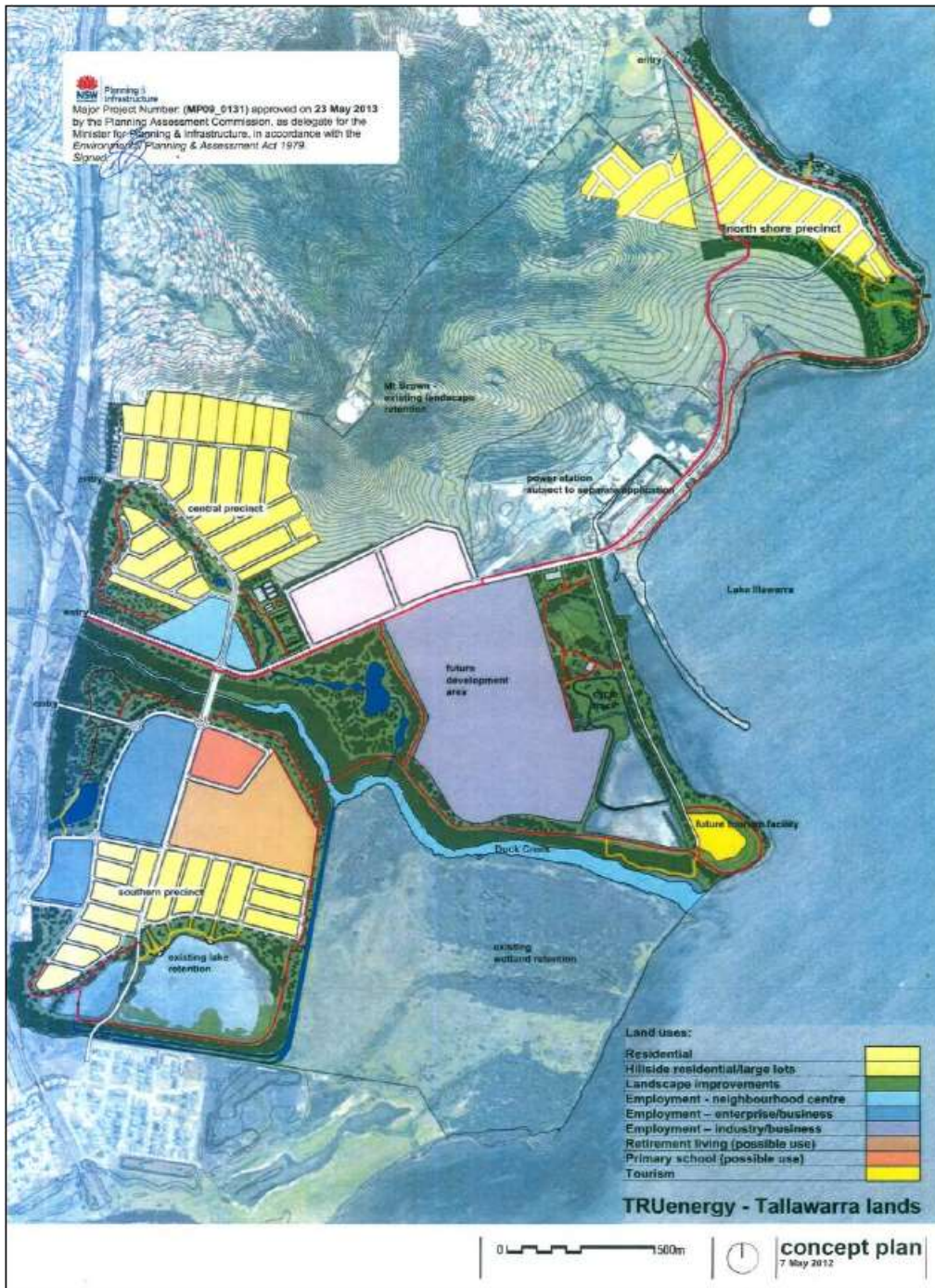


Figure 3-1 Approved Concept Plan

The increase in development is proposed to occur within the Central and Northern precincts with no changes to the Southern/Lakeside precinct as this area is to be retained in the ownership of Energy Australia. The overall increase is approximately 450 lots, resulting in a total number of dwellings of 1,494 lots compared to the existing Approved Concept Plan of 1,010 lots. **Table 3-1** below shows a breakdown of the number of lots to be developed between the three various precincts for the approved and modified cases. The corresponding land use occupation of the residential development will comprise 291,700 sq. meters of land.

Table 3-1 Approved and Proposed Residential Development Modifications

Item	Approved Concept Plan	Proposed Modifications
Central precinct	350 Lots	572 Lots
Northern Shore precinct	310 Lots	572 Lots
Southern/Lakeside precinct	350 Lots	350 Lots
Total	1,010 Lots	1,494 Lots

Energy Australia currently owns the land occupying the Southern/Lakeside precinct. Energy Australia representatives have confirmed that this development will not be in place by 2026 and most unlikely by 2041. As part of the traffic modelling stage, the above assumption has been considered and included in the models accordingly. Additional scenarios were also modelled in order to assess the impact that the 350 lots of the Southern/Lakeside precinct would have on the traffic network. The modelling behind these scenarios replicate a more conservative approach as it assumes the full development of all three precincts (north, central and Lakeside).

3.2 Development Details

Development in the Tallawarra Lands site is proposed to comprise a variety of land uses. These include:

- **4,400 sq. m GFA of retail**, including cafes, restaurants and kiosks, specialty retail and one supermarket;
- **Medical centre** (550 sq.m GFA);
- **Clubhouse** (300 sq. m GFA);
- **Child care centre** (550 sq. m GFA);
- **196 hectares of open public space**, including town plazas, playground, central park, environmental conversion areas, artificial beach, boardwalk and wharf area and a 2.6 km lakeshore sculpture walk;
- **20.3 hectares for industrial uses**, comprising warehousing and trade units;
- **1,494 lots (291,700 sq. m GFA)**, including apartments, houses and terraces.

Detailed development layout for the central and northern precincts is illustrated in Error! Reference source not found. and Error! Reference source not found. respectively. .



Figure 3-2 Central Precinct Lot Yield Layout
Source: Tallawarra Lands Economic Property Research, July 2017

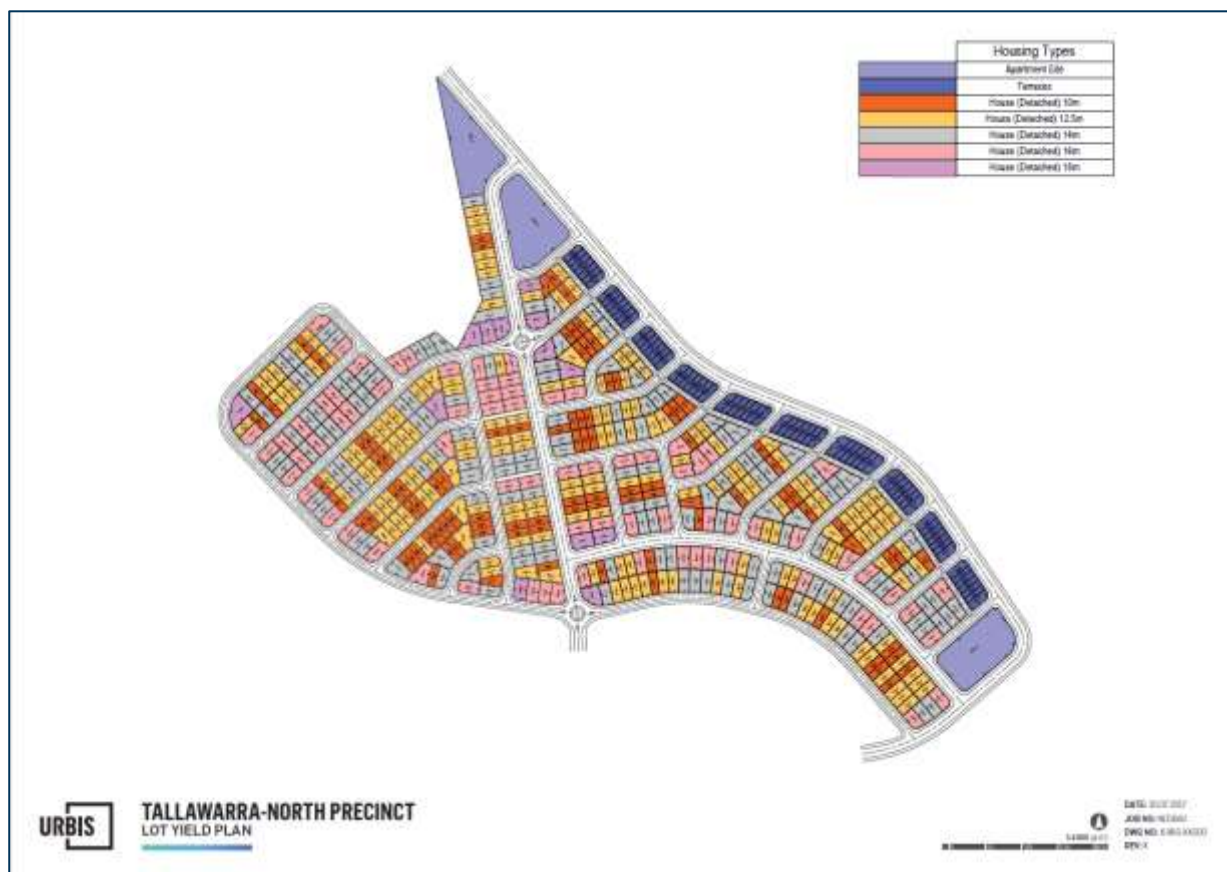


Figure 3-3 North Precinct Lot Yield Layout
Source: Tallawarra Lands Economic Property Research, July 2017

3.3 TRACKS Trip Generation Changes

3.3.1 Overview

The methodology adopted for this assessment consisted of firstly updating the WOLSH TRACKS model in accordance with the land use assumptions described above. The WOLSH TRACKS is a three-step generation, distribution and assignment model which covers the whole of the Illawarra Region. **Figure 3-4** shows the model extent and the Tallawarra Lands site in the context of the model.

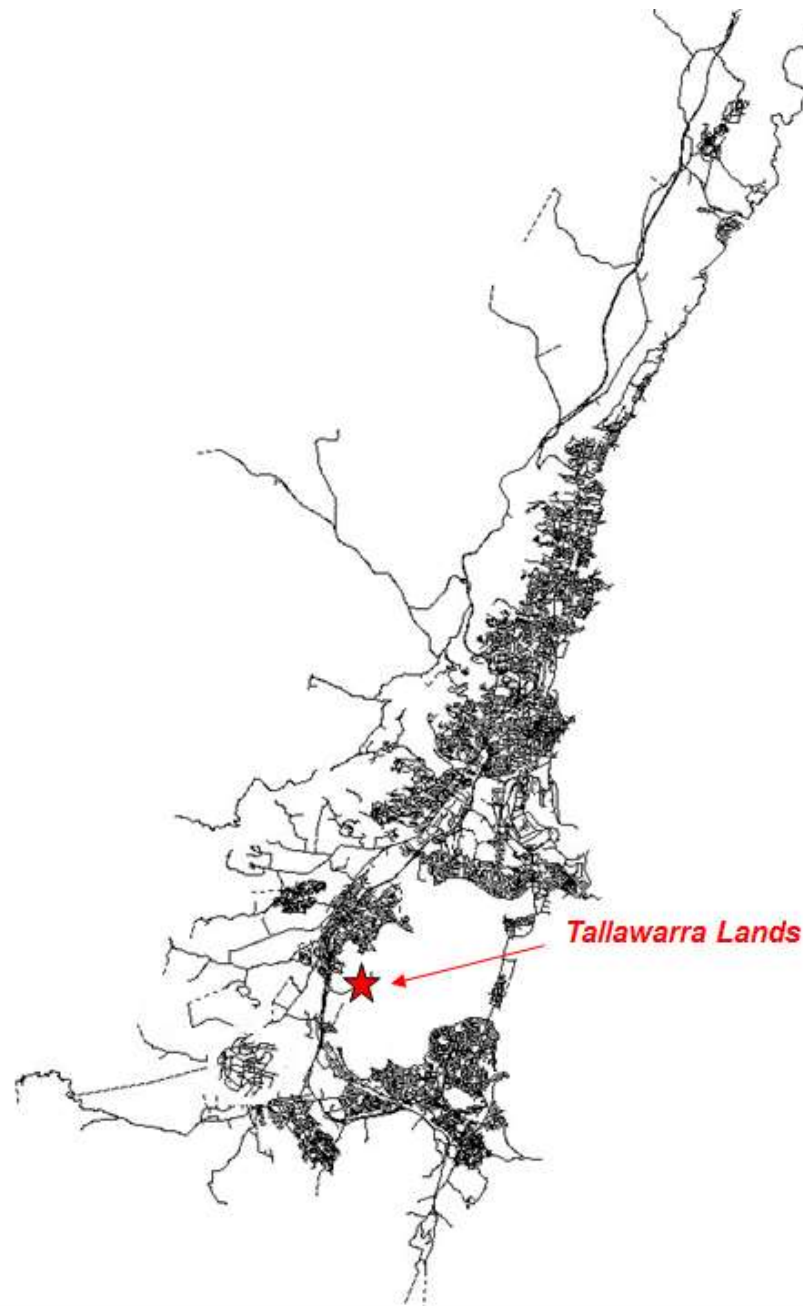


Figure 3-4 WOLSH TRACKS Model Extent

The purpose of the TRACKS model update is to extract traffic demand outputs in the form of origin destination matrices that are compatible with the AIMSUN model used in the detailed assessment (described in more detail below). This is identical to the approach adopted by Roads and Maritime as part of the APRB design development.

3.3.2 Employment and Residential Yield Update in TRACKS

Based on the economic property research developed by URBIS (Tallawarra Lands Economic Property Research, July 2017), the operations of the non-residential components of the Tallawarra Lands development will generate 2,760 jobs of which 1,640 would be direct and 1,121 indirect jobs.

For the modelling component of this assessment, only the direct jobs were considered given that indirect jobs are generally created elsewhere as a consequence of the development generating more work for other service organisations. In addition, these indirect jobs would have been included in the overall regional employment growth applied in TRACKS for the 2026 and 2041 design horizon years.

The figure below illustrates how the employment numbers were distributed in the various zones of the TRACKS model for the purpose of the land use update.

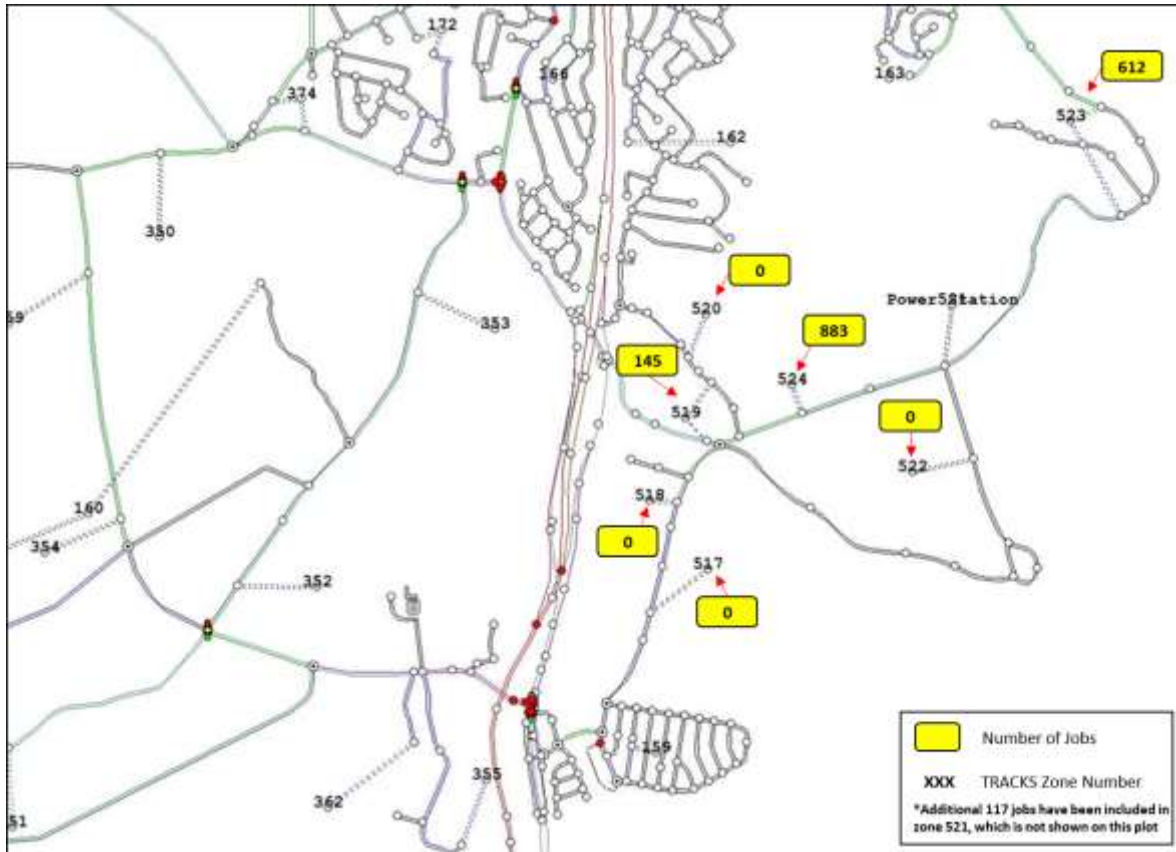


Figure 3-5 Employment Distribution (revised)

As previously stated, the proposed number of lots is proposed to increase from 1,010 to 1,494 for the scenarios that include the full development and to 1,144 for the scenarios that only include the Northern and Central precincts and the TRACKS model was updated accordingly.

3.3.3 Study Area Access in TRACKS

Based on the the background document review, Cormack Avenue is proposed to be closed for general traffic between the section of Princes Highway and the northern entrance of the Central precinct. Access to the Princes Highway would be deviated through the central precinct and as a result, additional traffic would use Yallah Bay Rd.

For traffic modelling purposes, Cormack Avenue was maintained connected to the Princes Highway (as per the existing configuration). As described in Chapter 4, some of the scenarios evaluated included the “APRB northern interchange” and in these cases, Cormack Avenue was connected to the southbound motorway off-ramp. This is discussed in more detail below and illustrated in **Figure 4-2**.

The Yallah Bay Rd/Princes Hwy intersection was tested as a give-way priority junction and the indicative results show that the intersection would be performing satisfactorily. However, an upgrade on the intersection type from give-way to roundabout would most probably occur, as it would provide additional capacity and improved safety, especially for heavy vehicles and/or traffic turning right to Yallah Bay Road.

The TRACKS model also includes an access to the Tallawarra Lands via an extension of the current Gilba Road alignment.

Appendix A illustrates the trip generation/attraction around the Tallawarra Lands TRACKS zones based on the assumptions outlined above. It must be noted that the outputs shown in Appendix A must be read in conjunction with the scenario definition outlined in Chapter 4.

4 Traffic Assessment

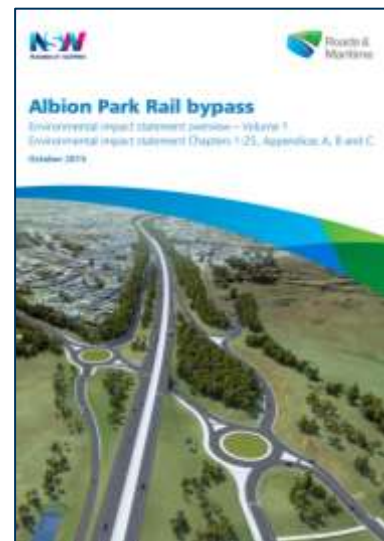
4.1 Methodology

4.1.1 APRB Background Information

The Princes Highway is the main north–south transport corridor linking Sydney and Wollongong to the NSW south coast and north-eastern Victoria. The highway is an important commuter, freight, bus and tourist route for the south coast. The section of the highway between Yallah and Oak Flats is also used as a local route for areas such as Albion Park, Albion Park Rail, Oak Flats, Yallah and Dapto.

Roads and Maritime is planning for an extension of the M1 Princes Motorway between Yallah and Oak Flats to bypass Albion Park Rail, also known as the Albion Park Rail bypass. The bypass would complete the ‘missing link’ for a high standard road between Sydney and Bomaderry. It would provide easy access to Dapto, Albion Park and Oak Flats. The bypass would reduce travel times for through and local traffic, improve the reliability of journeys through greater flood immunity and provide more consistent driving conditions. It would also divert a substantial proportion of through traffic onto the new motorway, reducing traffic volumes on the A1 Princes Highway through Albion Park Rail. This would improve local amenity and access, and reduce other traffic related impacts such as noise for nearby residents. The full construction of the bypass is assumed to be completed by 2021.

The previous report, Environmental Impact Statement Technical Paper 1 – Traffic and Transport, October 2015 (Hyder Cardno Joint Venture, 2015) details potential traffic and transport impacts of the project. The EIS (including the Traffic and Transport technical paper) was placed on public exhibition for community and stakeholder comment between October and November 2015. The EIS details the key construction and operational impacts including issues associated with traffic and transport, biodiversity, socio-economic, flooding and noise.



4.1.2 APRB Traffic Models

Subsequent to the 2015 Traffic and Transport report and EIS, Roads and Maritime developed APRB TRACKS and AIMSUN models for 2026 and 2041 design year horizons and tested a number of different options for each year.

The traffic modelling used to test the proposed yield modifications to the Tallawarra Lands site used the APRB AIMSUN models, which have been described as robust and fit-for-purpose and were officially issued by Roads and Maritime for the sole purpose of assessing traffic impacts of the Tallawarra Lands development. The following models have been used for this assessment:

- 2026 APRB Interim Stage 1: Scheme assessment 5 years after opening year without the Northern Interchange in place;
- 2026 APRB Interim Stage 2: Scheme assessment 5 years after opening year with the Northern Interchange in place;
- 2041 APRB Concept Design Stage 1: Scheme assessment 20 years after opening year without the Northern Interchange in place;
- 2041 APRB Design for Approval: Scheme assessment 20 years after opening year with the Northern Interchange in place.

4.1.3 TRACKS and AIMSUN Matrix Development Modifications

TRACKS is defined as a macroscopic or strategic level model, using land use forecasts to generate future year traffic volumes across a wide geographical area. It is a reliable resource to best forecast future route choice/trip assignment. However, TRACKS does not provide detailed outputs at a finer level to indicate road network behaviour.

AIMSUN modelling software has wide functionality and can simultaneously model at a strategic and microscopic level. This is advantageous because traffic demand from the TRACKS model can be imported directly into AIMSUN in the form of trip matrices. Error! Reference source not found. shows the difference in network coverage between the TRACKS strategic model and APRB AIMSUN micro-simulation model.

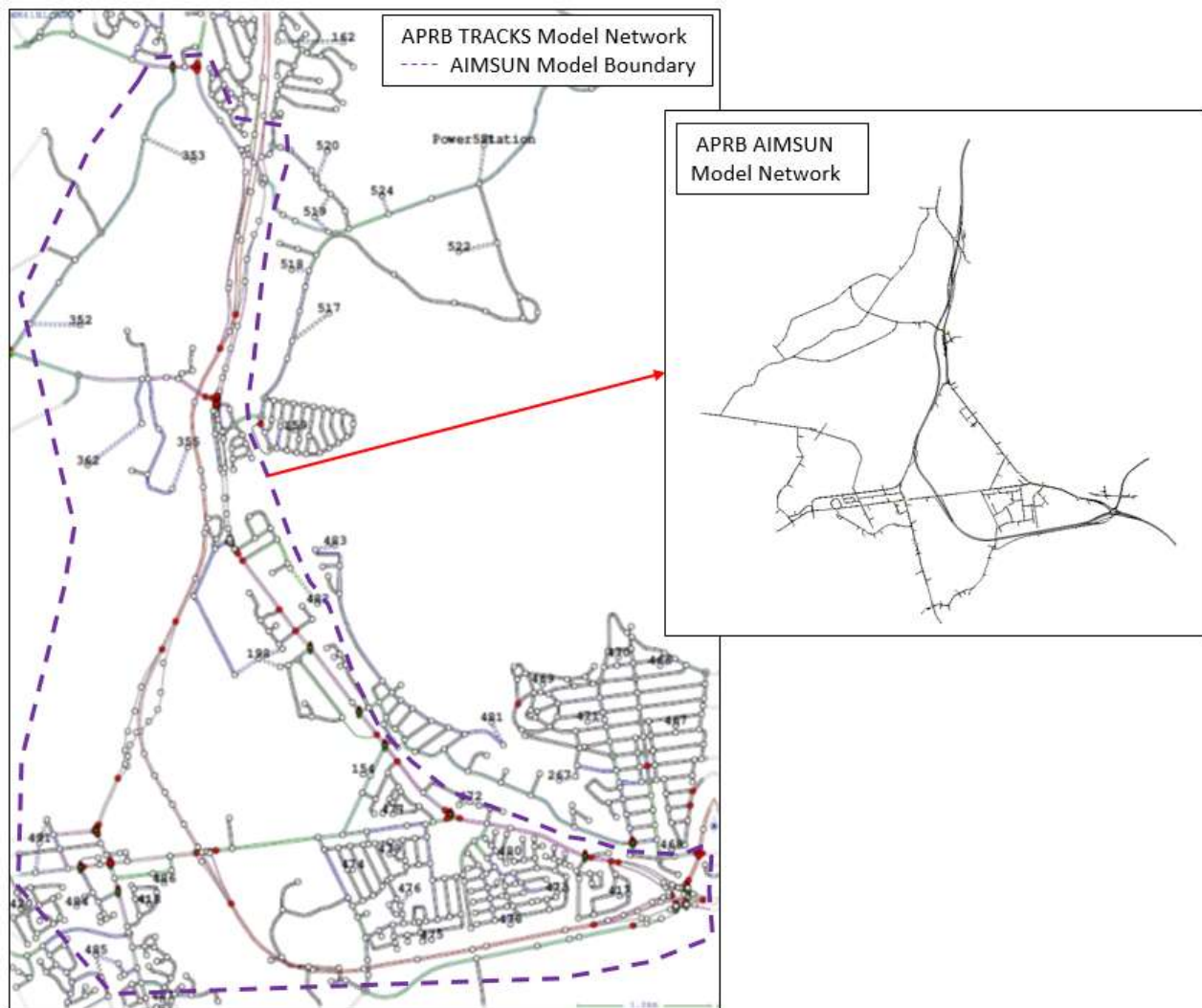


Figure 4-1 APRB TRACKS and AIMSUN Networks

As shown in **Figure 4-1**, TRACKS includes a significantly wider road network compared to AIMSUN, which also extends south to Shellharbour and north to Wollongong. As part of the trip assignment process, trips are assigned to the most cost-efficient/optimum generalised cost path along the entire network. After the TRACKS model has converged and the optimum paths for all vehicular traffic has been obtained, it is “windowed”/“cordoned” to match the AIMSUN network and zone structure. During this process, the already assigned trip demands for the specified area are extracted and can directly be used in AIMSUN.

In summary, the methodology adopted for the purpose of this assessment consists of the following key steps:

- Apply network geometry changes in TRACKS;
- Apply revised land use assumptions in TRACKS (residential lots and employment jobs).
- Generate trips in TRACKS based on the land use assumptions.
- Run new assignments and extract demand matrices for the various scenarios;
- Manipulate TRACKS 2026 and 2041 demand matrices in order to make them compatible with the AIMSUN zoning system and format. Interrogation and adjustment of the demand matrices was also undertaken;
- Analyse traffic impact of the proposed dwelling yield increase and identify intersection performance issues.

4.2 Modelled Scenarios and Assumptions

The following 6 scenarios were assessed by applying the increased number of lots and modified land use around Tallawarra Lands as specified in Chapter 3.

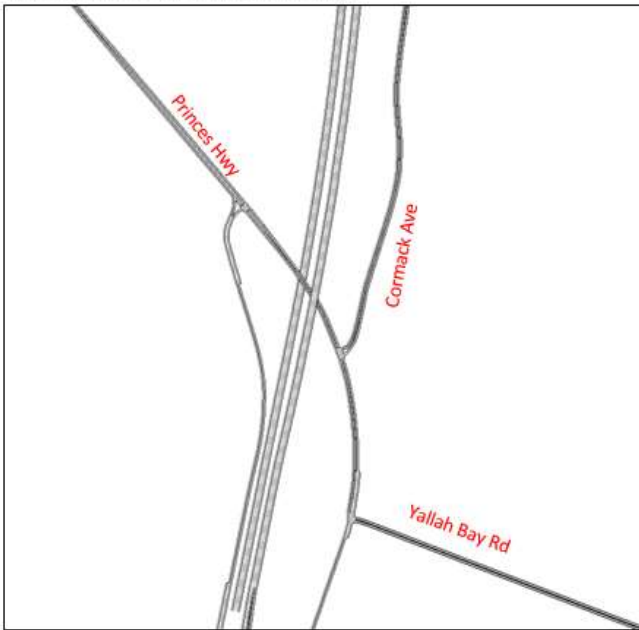
Table 4-1 Description of Modelled Scenarios

Scenario No	Year	Network Geometry		Development Yield (Number of Lots included)
		Northern Interchange in place	Haywards Bay Connection in place	
1	2026	x	x	1,144
2	2026	✓	x	1,144
3	2041	x	x	1,144
4	2041	✓	x	1,144
5	2041	x	✓	1,494
6	2041	✓	✓	1,494

The network geometry differences between the “with” and “without” northern interchange scenarios can be seen in Error! Reference source not found.4-2. Access to the Central and Northern precincts without the northern interchange in place would maintain the existing network geometry/layout. Direct access to both directions of APRB main line would be available should the northern interchange be constructed.

As shown in Table 4-1, Scenarios 5 and 6 consist of adding the Lakeside precinct (therefore increasing the total number of dwellings to 1,494). This would also result in the “Haywards Bay Connection” being implemented which consists of a north-south road corridor linking Yallah Bay Road with Haywards Bay. It is understood that the implementation of this road corridor will not be feasible until such time as the Lakeside precinct is developed (owned by Energy Australia).

Without Northern Interchange



With Northern Interchange

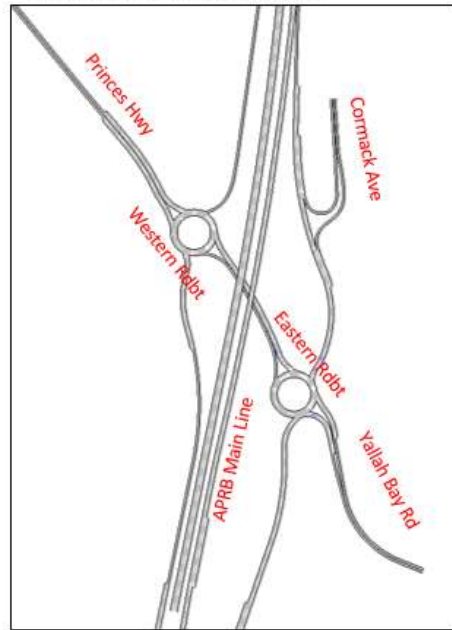


Figure 4-2 Network Geometry Configurations – With/Without Northern Interchange

The main assumptions adopted as part of the traffic modelling component of this assessment are as follows:

- > The Northern and Central precincts to be fully developed by 2026.
- > For Scenarios 5 and 6, the Lakeside precinct was assumed to be fully developed by 2041 (conservative modelling approach based on Energy Australia plans for the site);
- > Proposed development yield to increase from 1,010 to 1,144 lots for scenarios 1, 2, 3 and 4 and from 1,010 to 1,494 lots for scenarios 5 and 6;
- > AIMSUN models do not include the Fowlers Rd interchange. The AIMSUN model network coverage and boundaries can be seen in Error! Reference source not found.. The model is restricted to Terry St/Ashburton Dr intersection to the south, Calderwood Rd and Illawarra Hwy/Tullimbar Ln to the west, Princes Motorway (just north of Yallah Bay Rd) to the north and New Lake Entrance/Pioneer Drive to the east. As the AIMSUN model coverage extended only until Cormack Avenue, only the western access to the site (Cormack Avenue/Princes Hwy and Yallah Bay Rd/Princes Hwy) was investigated. Consequently, any potential traffic impacts on Fowlers Rd were not assessed;
- > The network geometry assumptions for each scenario as specified in **Table 4-1** above;
- > The Cormack Avenue/Princes Hwy intersection remained open for general traffic in all scenarios;
- > The Yallah Bay Rd/Princes Hwy was modelled as a give-way intersection.

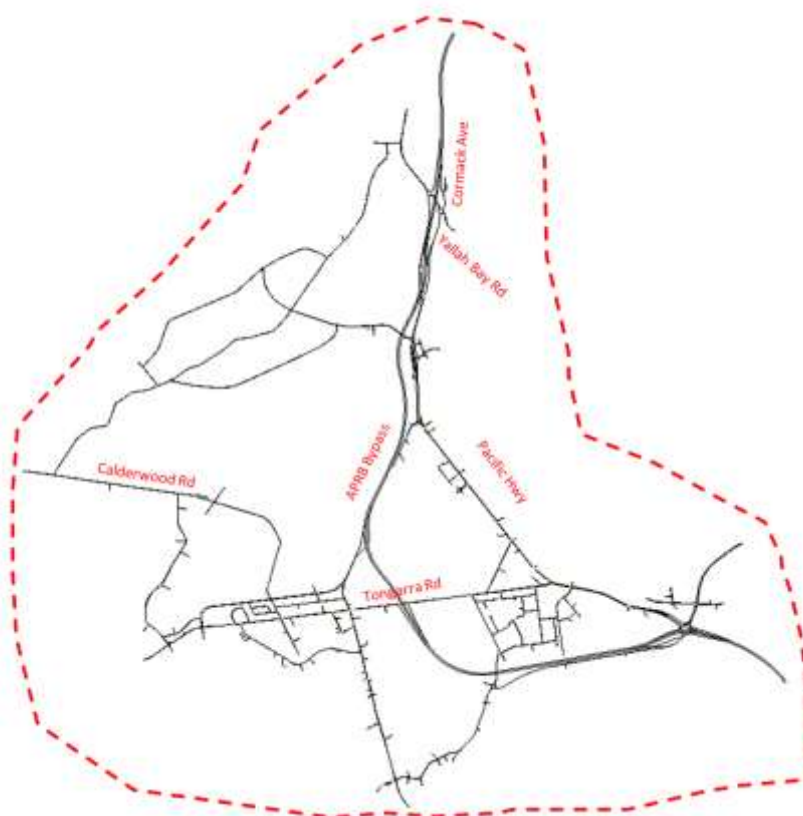


Figure 4-3 APRB AIMSUN Network Study Boundary

4.3 Intersection Performance Criteria

The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F' based on Average Delay as shown in **Table 4-2**. These criteria were applied during the intersection analysis of this assessment.

Table 4-2 Level of Service (LoS) Bounds

Level of Service	Average Delay per Vehicle (seconds)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays	At capacity, requires other control mode
F	>70	Unsatisfactory and requires additional capacity	Unsatisfactory and requires additional capacity

Source: Guide to Traffic Generating Developments 2002

4.4 Intersection Performance Analysis

4.4.1 Scenario 1

As outlined in Error! Reference source not found.4-1, Scenario 1 assessed the revised development yield increase in Tallawarra Lands without the Northern Interchange and Haywards Bay connection in place (design year horizon 2026). The results are summarised below.

Table 4-3 Intersection Performance (Scenario 1)

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
1	2026 Interim year Stage 1	Northbound Exit Ramp	C	B	C	C
		Dapto Off-ramp / Princes Hwy	C	A	B	B
		Cormack Ave / Princes Hwy	C	B	B	B
		Yallah Bay Rd / Princes Hwy	A	A	A	A

A graphical representation of the intersection performance results is shown in the figure below.

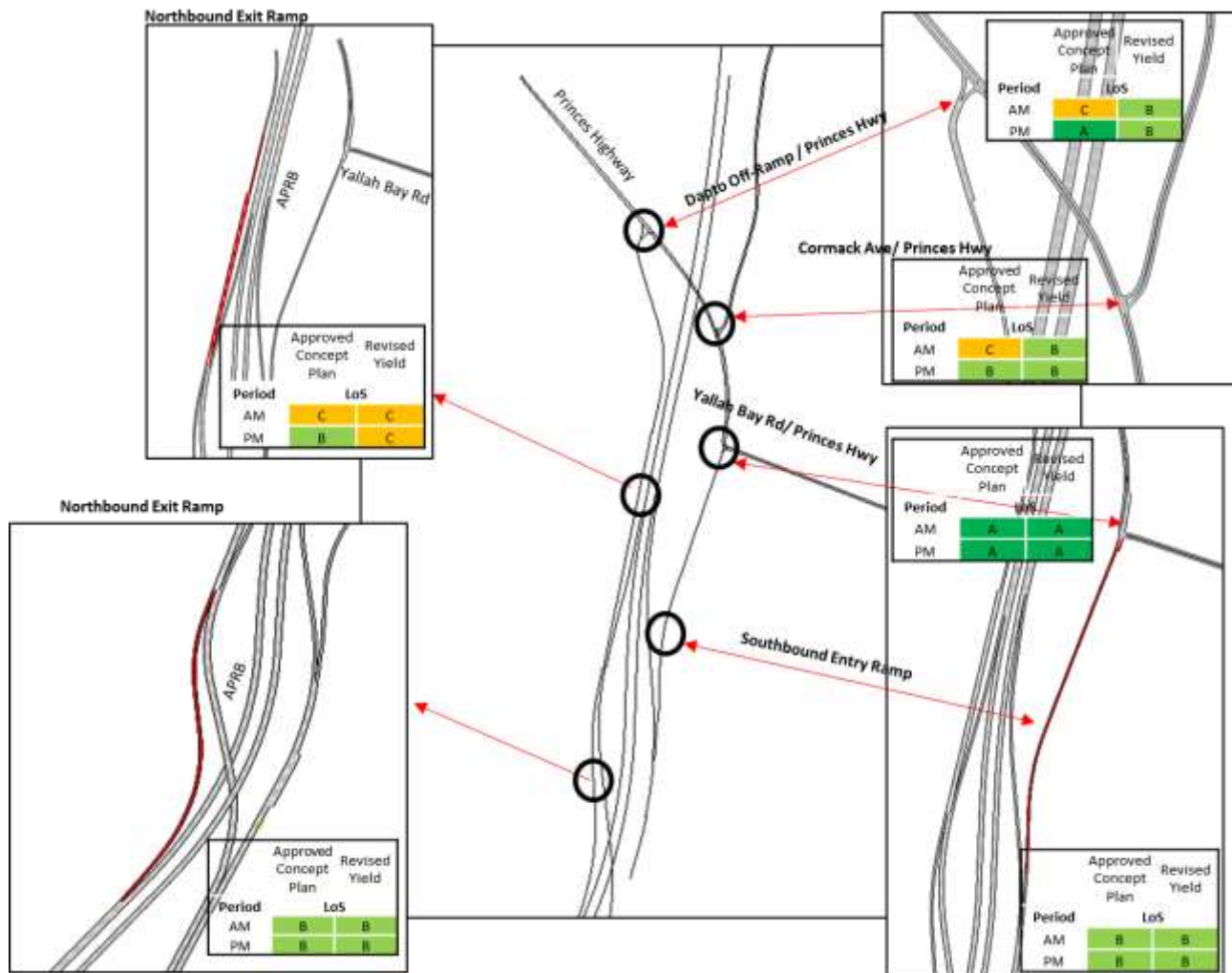


Figure 4-4 LoS Output Map - Scenario 1

4.4.2 Scenario 2

As outlined in Error! Reference source not found.4-1, Scenario 2 assessed the revised development yield increase in Tallawarra Lands with the Northern Interchange but without the Haywards Bay connection (design year horizon 2026). The results are summarised below.

Table 4-4 Intersection Performance (Scenario 2)

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
2	2026 Interim year Stage 2	Northbound Entry Ramp	A	A	A	A
		Northbound Exit Ramp	B	C	B	C
		Southbound Entry Ramp	B	A	B	B
		Southbound Exit Ramp	B	B	A	B
		Western Rdbt	B	B	B	B
		Eastern Rdbt	B	B	B	B

A graphical representation of the intersection performance results is shown in the figure below.

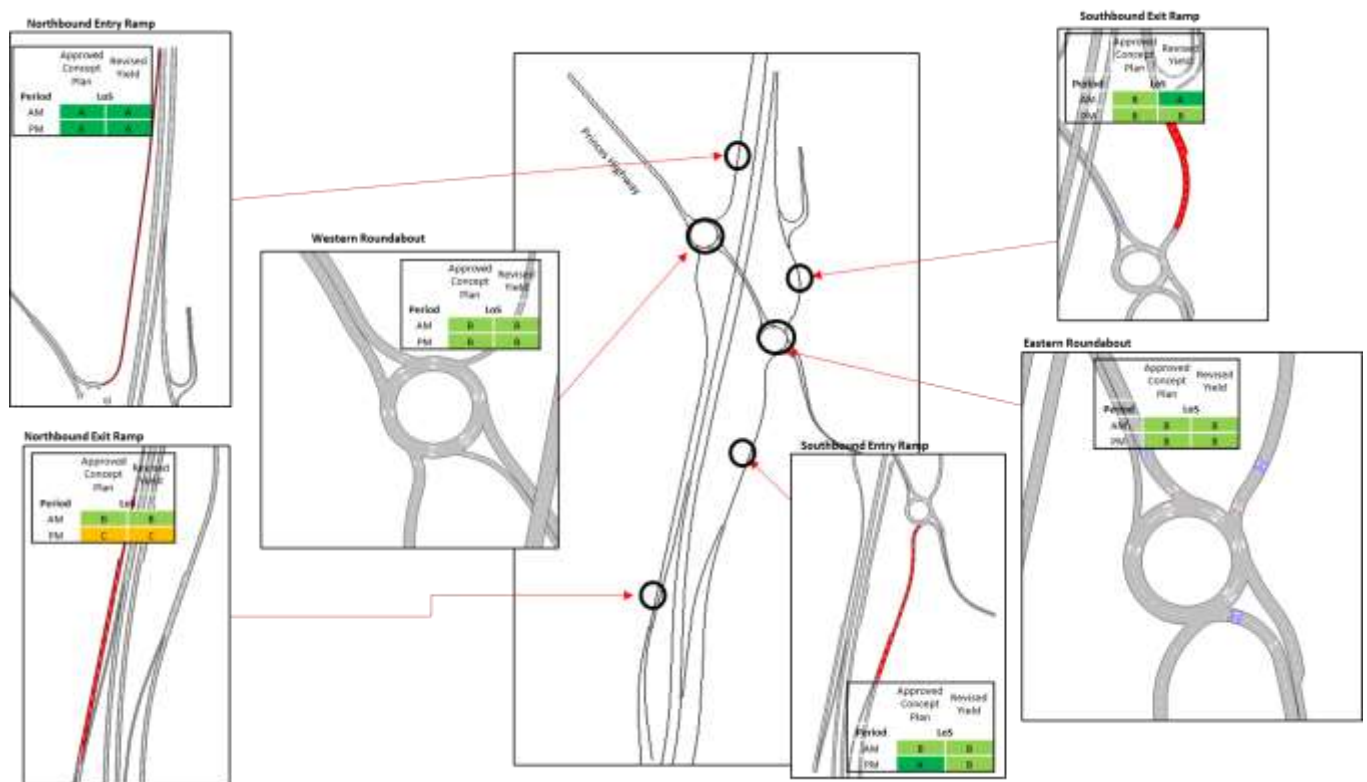


Figure 4-5 LoS Output Map - Scenario 2

4.4.3 Scenario 3

As outlined in Error! Reference source not found.4-1, Scenario 3 assessed the revised development yield increase in Tallawarra Lands without the Northern Interchange and Haywards Bay connection in place (design year horizon 2041).

Table 4-5 Intersection Performance (Scenario 3)

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
3	2041 Concept Design Stage 1	Northbound Exit Ramp	C	B	C	C
		Dapto Off-ramp / Princes Hwy	D	B	D	E
		Cormack Ave / Princes Hwy	D	B	C	C
		Yallah Bay Rd / Princes Hwy	B	B	B	B

A graphical representation of the intersection performance results is shown in the figure below.

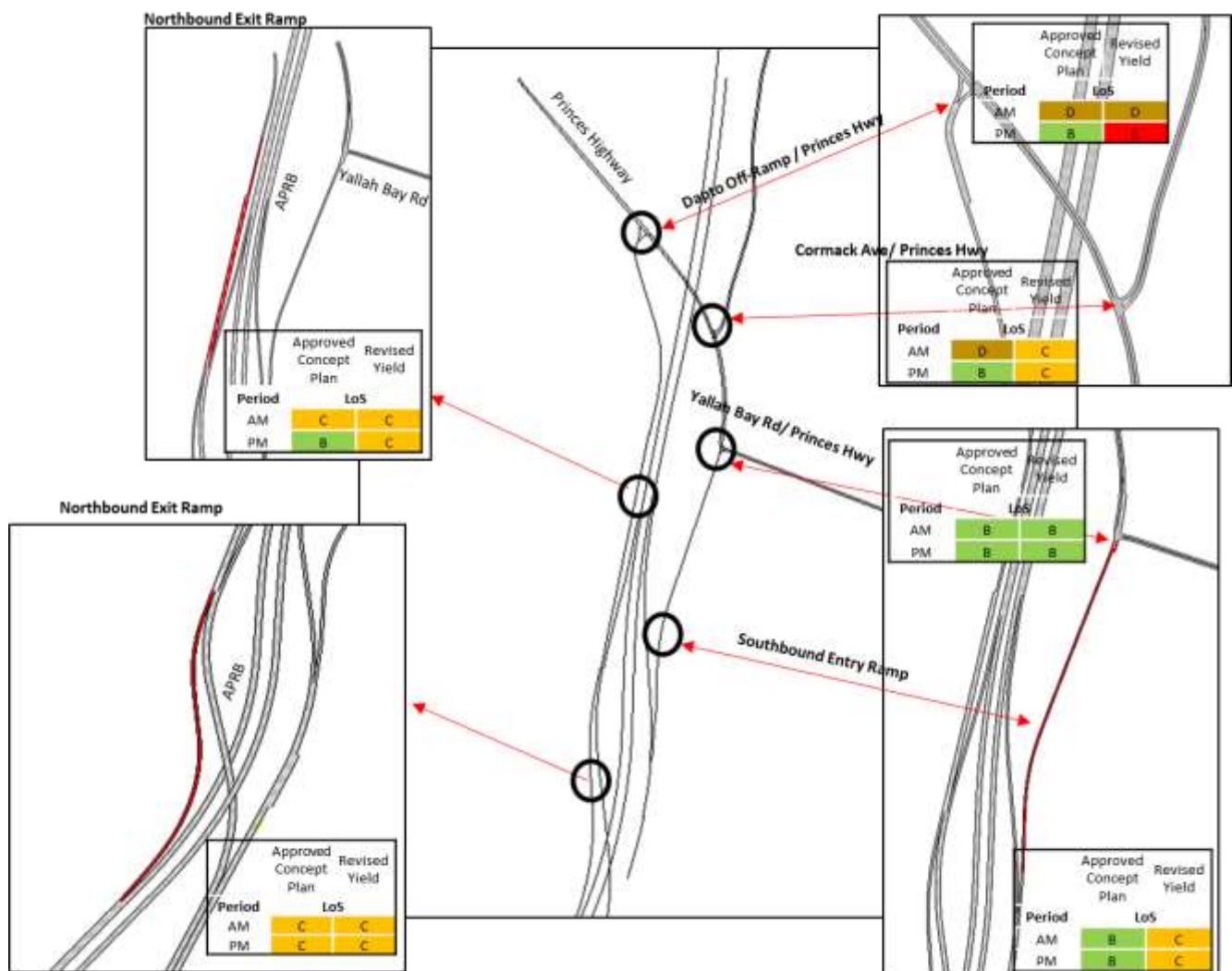


Figure 4-6 LoS Output Map - Scenario 3

4.4.4 Scenario 4

As outlined in Error! Reference source not found.4-1, Scenario 4 assessed the revised development yield increase in Tallawarra Lands with the Northern Interchange but without the Haywards Bay connection (design year horizon 2041).

Table 4-6 Intersection Performance (Scenario 4)*

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
4	2041 Design for Approval	Northbound Entry Ramp	A	A	A	A
		Northbound Exit Ramp	C	C	C	C
		Southbound Entry Ramp	C	B	C	B
		Southbound Exit Ramp	D	D	C	D
		Western Rdbt	A	A	A	B
		Eastern Rdbt	B	B	B	D

* As seen from the above results, the performance of the Western roundabout in the 2041 design horizon year is performing better than the 2026 design horizon year (scenario 2). This is due to the fact that in the 2041 Design for Approval model received, the give-way priority rules of the roundabout's western approach were not incorporated. During the future year model development in AIMSUN, traffic from the western approach at the Northern Interchange was not able to flush through in the network and a large number of vehicles were not able to dissipate through to the network unless the above technique was applied. The variation in LoS at the southbound exit ramp is presumed to be attributable to modified detailed road network coding in TRACKS and consequent minor variations in traffic assignment.

A graphical representation of the intersection performance results is shown in the figure below.

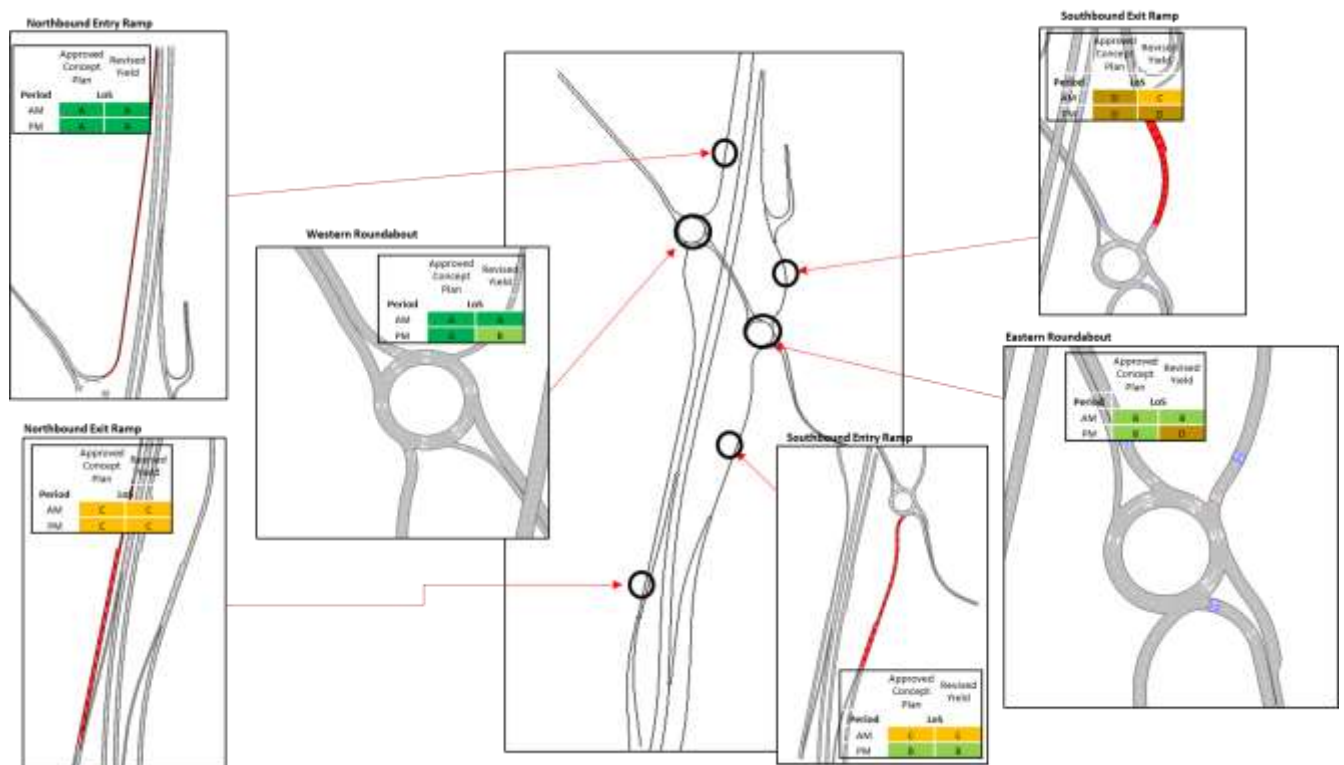


Figure 4-7 LoS Output Map - Scenario 4

4.4.5 Scenario 5

As outlined in Error! Reference source not found.4-1, Scenario 5 assessed the revised development yield increase in Tallawarra Lands without the Northern Interchange but with the Haywards Bay connection and Lakeside precinct (design year horizon 2041).

Table 4-7 Intersection Performance (Scenario 5)

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
5	2041 Concept Design Stage 1	Northbound Exit Ramp	C	B	C	C
		Dapto Off-ramp / Princes Hwy	D	B	C	F
		Cormack Ave / Princes Hwy	D	B	C	C
		Yallah Bay Rd / Princes Hwy	B	B	B	C

A graphical representation of the intersection performance results is shown in the figure below.

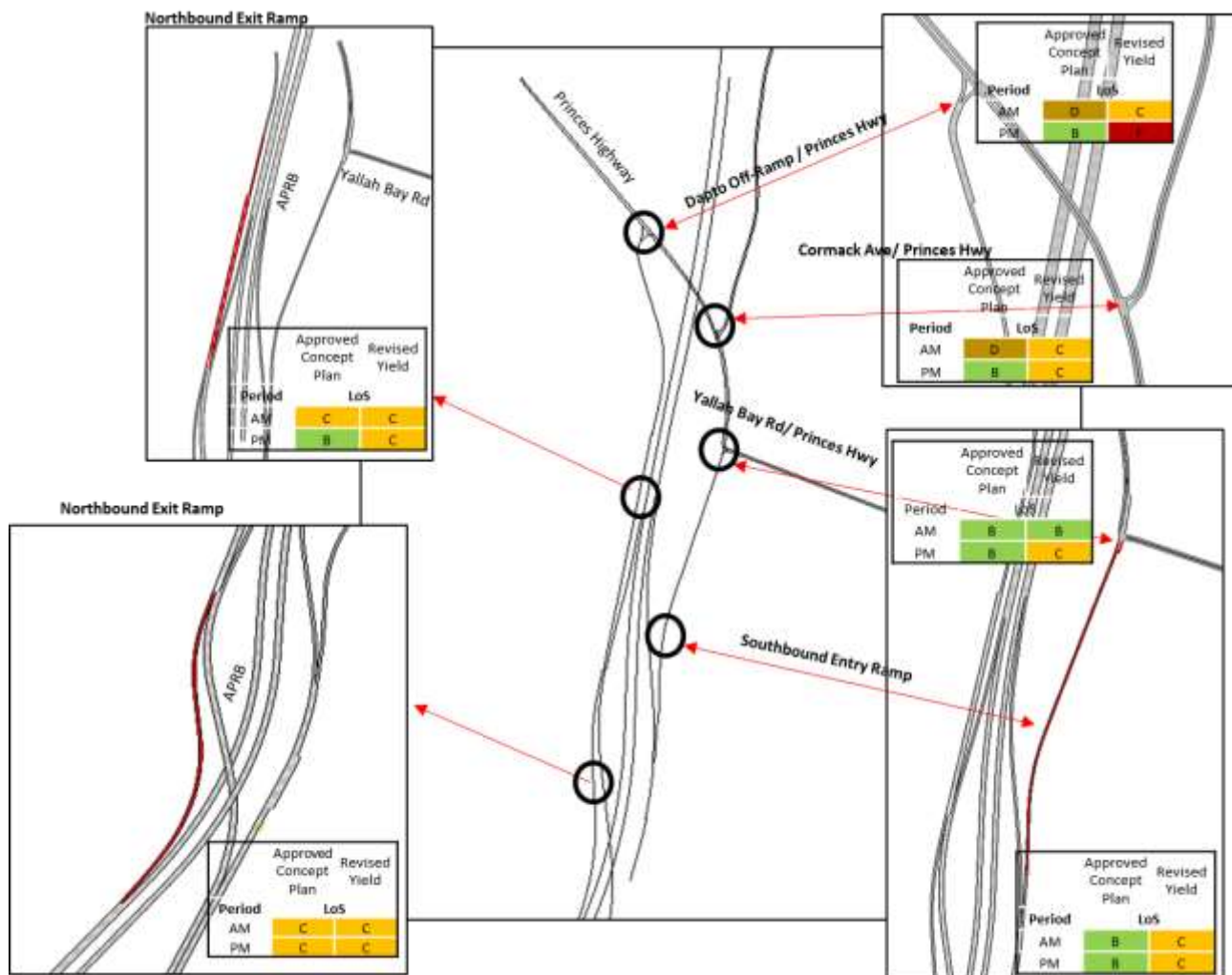


Figure 4-8 LoS Output Map - Scenario 5

4.4.6 Scenario 6

As outlined in Error! Reference source not found.4-1, Scenario 6 assessed the revised development yield increase in Tallawarra Lands with both Northern Interchange and Haywards Bay connection / Lakeside precinct in place (design year horizon 2041).

Table 4-8 Intersection Performance (Scenario 6)

Scenario	Model Used	Location	Approved Concept Plan (1010 Lots)		Revised Yield (1494 Lots)	
			AM	PM	AM	PM
6	2041 Design for Approval	Northbound Entry Ramp	A	A	A	A
		Northbound Exit Ramp	C	C	C	C
		Southbound Entry Ramp	C	B	C	C
		Southbound Exit Ramp	D	D	C	D
		Western Rdbt	A	A	A	A
		Eastern Rdbt	B	B	B	D

A graphical representation of the intersection performance results is shown in the figure below.

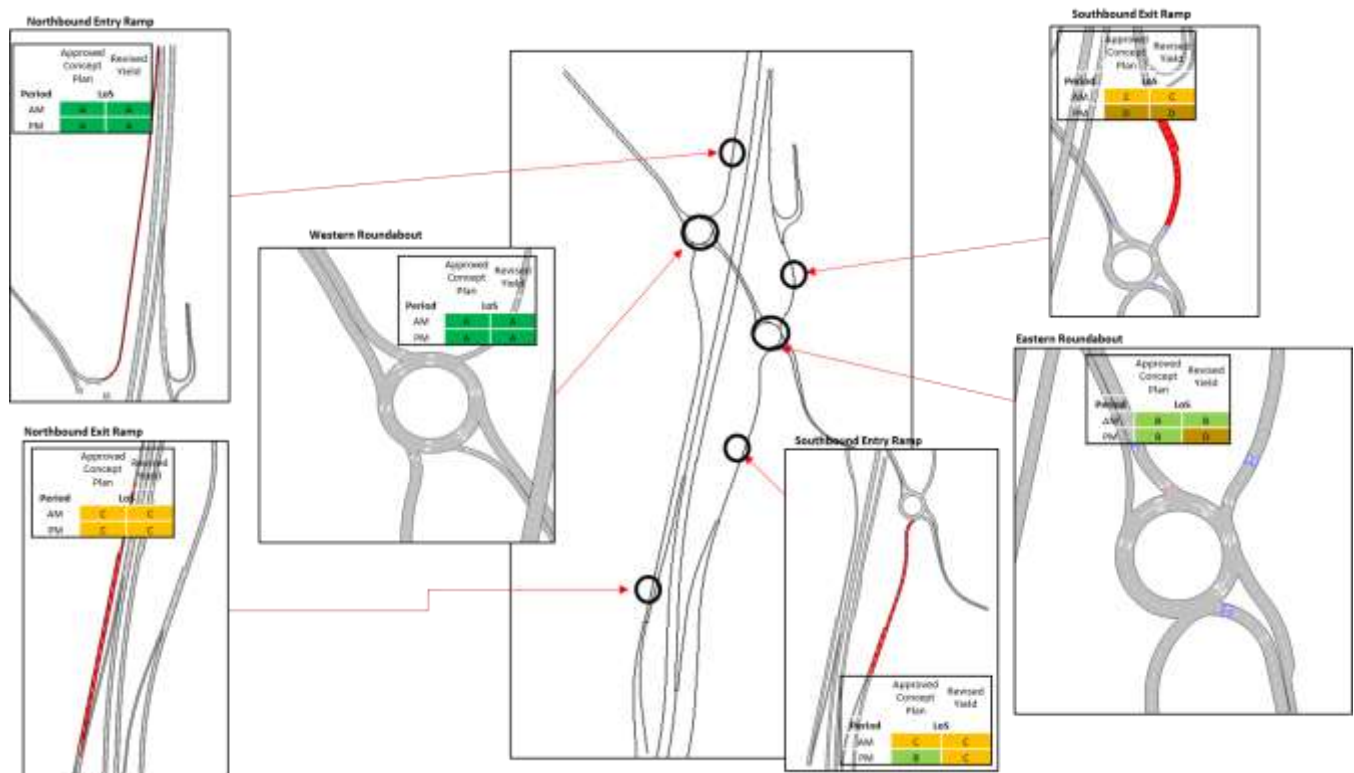


Figure 4-9 LoS Output Map – Scenario 6

The above results show that for all scenarios, the operational performance of all intersections of relevance to the assessment operate at LoS D or better for both peak periods. The only exception is the intersection of Dapto off-ramp and Princes Highway in which the intersection is performing at an unsatisfactory LoS (E or worse) on the PM peak for scenarios 3 and 5. This occurs with the revised land use of Tallawarra Lands (1,494 lots) but not with the approved 1,010 lots yield. Potential mitigations measures that would improve the performance of this intersection include changing the intersection type to traffic signals or roundabout.

The figure below demonstrates the location and current geometry of the failing intersection as described above and showcases the potential alternative treatments of this intersection to improve its operational performance.

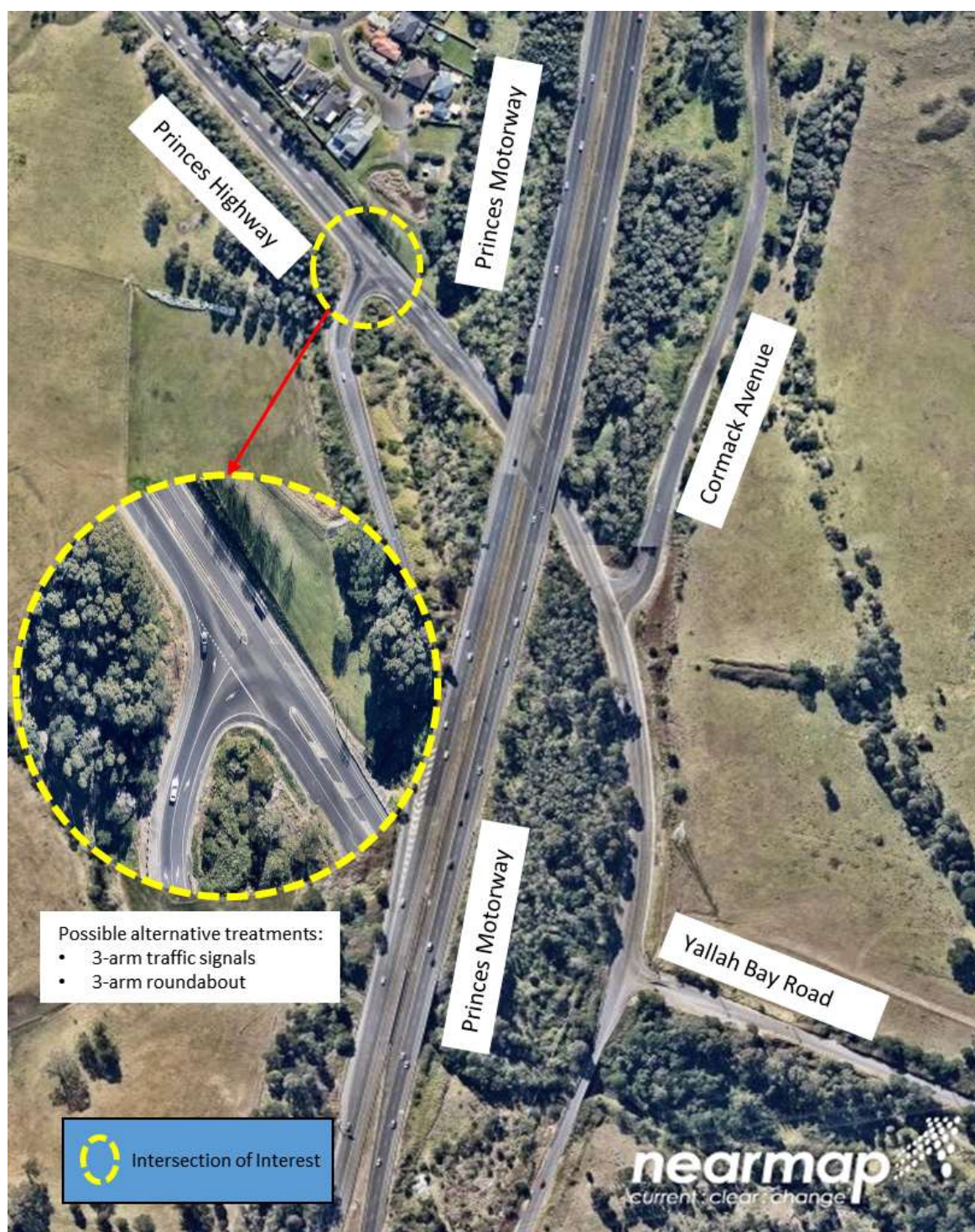


Figure 4-10 Dapto Off-Ramp/Princes Highway Intersection (Existing Geometry)

5 Summary and Conclusions

The key findings of the traffic impact study described in this report are summarised below:

- > The proposed revision of development yield at the Tallawarra Lands site does not result in any critical network operational concerns or significant differences when compared with the approved yield (as tested by Roads and Maritime as part of the APRB design development);
- > The intersection performance at Dapto off-ramp/Princes Hwy in the PM peak shows potential capacity issues by 2041, which can be addressed by converting it to traffic signal or roundabout control;
- > The development of the Lakeside precinct and consequential delivery of the Haywards Bay Link are dependent on Energy Australia plans for the site. It is understood that the development of this precinct is not likely to take place in the near future but should this go ahead, the network operation would be identical to that without this development (and it does not require any upgrades to the external road network);
- > No substantial issues at the operation/performance of the remaining intersections along all scenarios compared to the original APRB models. LoS was calculated at D or better, which is deemed satisfactory.